जल-भूतल परिवहन मंत्री (श्री टी०जी० वेंकट-रामन): (क) जी नहीं।

(ख) से (ङ) प्रश्न नहीं उठता।

गुजरात में सड़क संजाल हेतु धनराशि का आवंटन

1898. **श्री गोपाल सिंह जी० सोलंकी**: क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि गुजरात में राष्ट्रीय राजमार्ग नेटवर्क हेतु धनराशि के आवंटन में लगातार कमी आयी है;

(ख) यदि हां, तो आठवीं पंचवर्षीय योजना के दौरान किये गये आवंटनों का ब्यौरा क्या है;

(ग) क्या धनराशि की कमी के कारण गुजरात में कुछ मुख्य परियोजनाओं को स्थगित कर दिया गया है;

(घ) क्या सरकार निकट भविष्य में राज्य में सड़क संजाल के लिये निर्धारित आवंटनों में वृद्धि करने का विचार रखती है; और

(ङ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल-भूतल परिवहन मंत्री (श्री टी०जी० वेंकट-रामन): (क) विभिन्न राज्यों को राष्ट्रीय राजमार्गों के विकास के लिए निधियां चल रहे कार्यों के मद, कार्य की समग्र प्राथमिकता, निधियों की उपलब्धता आदि के आधार पर आवंटित की जाती है;

(ख) आठवीं योजना के दौरान गुजरात में राष्ट्रीय राजमार्गों के विकास के लिए आवंटित धनराशि के ब्यौरे इस प्रकार हैं:—

(लाख रु०)

वर्ष	आवंटन
1992-93	4430.00
1993-94	6000.00
1994-95	5650.00
1995-96	4398.00
1996-97	2800.00

(ग) निधियों की उपलब्धता, राष्ट्रीय राजमार्ग पर यातायात आदि को ध्यान में रखकर परियोजनाओं को संस्वीकृति प्रदान की जाती है।

(घ) और (ङ) चूंकि नौवीं योजना को अभी अंतिम रूप दिया जाना है इसलिए ब्यौरे दे पाना अभी संभव नहीं है।

Private contribution for MERI, Calcutta

1899. SHRI NILOTPAL BASU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of contributions accepted by the MERI, Calcutta from a privately managed trust during the last three years;

(b) the details of the representatives of this trust on the governing body of the institute;

(c) the details of the companies/persons who run/contribute towards this fund;

(d) whether such contribution get reflected in the annual account of the Institute;

(e) if so, whether it is also a fact that the faculty gets differential rates of salary one rate for those drawing from the Government, another for those who are drawing from the trust mentioned above; and

(f) if so, the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) No monetary contribution is received by Marine Engineering Research Institute (MERI), Calcutta. However, a private trust, namely, Merchant Marine Engineering Research Trust (MMERT) provides assistance to MERI, Calcutta in the form of faculty, staff and marine equipments.

(b) There is no governing body of MERI Calcutta and no representatives of the Trust has anything to do with the day to day functioning of the Institute.

(c) The following organisations/persons contribute funds to the MMERT:

(i) Indian National Ship Owners Association (INSA);

(ii) Foreign Owners Representatives and Ship Managers Association

(FOSMA);

(iii) Maritime Associations of Ship Managers and Ship Agents (MASSA); and

(iv) Students enrolling for the post sea training course in LBS College, Mumbai.

(d) Question does not arise.

(e) and (f) Salary of faculty members recruited in MERI by the Government are paid as per the scales of pay prescribed for government servants. The faculty and staff provided by MMERT are paid directly by them as per terms and conditions of MMERT.

Ship Repair Project at Rajabagan

1900. SHRI DIPANKAR MUKHERJEE: Will the Minister of SURFACE TRANSPORT be pleased to refer to the reply to Starred Question No. 213 given in the Rajya Sabha on 24th July, 1996 and state:

(a) whether site activities for phase I has been started in November, 1996; if not, the reasons therefor;

(b) whether completion date of the project has been revised again; if so, the reasons therefor and the revised date of completion;

(c) whether the revised cost estimate of Rs. 71.34 crores has been changed; and

(d) the amount spent so far in the project and amount allocated for the year 1997-98?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G VENKATRAMAN): (a) No, Sir. The recommendation for implementation of the first phase having basic estimated cost of Rs. 20.00 crores including Rs. 9.9 crores as Dutch Financial assistance is under process. Indo-Dutch Grant Agreement for the Dutch assistance is yet to be finalised. Contracts related to site activities could not therefore be finalised.

(b) Since the project is linked to Dutch assistance, the implementation of the project is dependent on the finalisation of Indo-Dutch Grant agreement. It has been estimated about 18 months would be required for completion of phase I from the finalisation of Grant agreement.

(c) No, Sir.

(d) An amount of Rs. 4.10 crores has so far been released. An allocation of Rs. 2.00 crores has been made for the year 1997-98.

Vacant post of the Chairman of Kandla Port

1901. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the post of the Chairman of Kandla Port is lying vacant and there is no decision-making body functioning at the Port; and

(b) if so, since when this post is lying vacant and the steps Government have taken or propose to take to fill up this post without any further delay?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) No, Sir.

(b) Capt. A.N.M. Kishore has taken over charge as Chairman, Kandla Port Trust on 03.02.1997.

Karnataka's Share in CRF

1902. SHRI S.M. KRISHNA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the share of the State of Karnataka in the Central Road Fund during the last three years, year-wise;

(b) whether the allotment has been commensurate to the requirement proposed by the State Government;

(c) if not, the reasons therefor; and

(d) whether the Government would consider reviewing criteria for allotment